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1. The station buildings at Usti nad Labem are being prepared to receive part of the Prague railway inspectorate which is being decentralized. The Usti stationmaster is (fmu) Ryba who recently received a 150,000 crown premium for skillful exploitation of manpower. His assistant is (fmu) Ptacek. Usti is the home station for 20 passenger train and 18 freight train crews. The number of train engineers is so small that they receive only one day off after 20 days of work.
2. Ptacek and (fmu) Sigmund, an ardent Party member, give a special instruction course for female train conductors. The instructors are called Skolni. The length of the course varies; there are usually between five and six students. In September, 10 women were graduated from the course; they were given the title of Novators.
3. An express train was derailed in Moravia during September. The Czech press reported 12 dead. After six hours of work by rescue crews, the screaming of the injured was still audible. The actual number of casualties was estimated at some 120 dead or seriously injured.
4. The Army was to have taken over the railway system on 1 October 1952. 1/ The move was postponed until 1 January 1953, however, allegedly because of a shortage of textiles for the new uniforms to be given all railway employees.
5. A three and one half-kilometer long tunnel and a large viaduct on the Margecany-Kysak stretch of the Bohumin-Kosice line are to be completed in the spring of 1953.

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